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The Columbia Coast Mission



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THE NEW ERA

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The Columbia Coast Mission

THE LOCALITY

The Columbia Coast Mission embraces a region extending along the Gulf of Georgia, about 150 miles from Texada Island,



THE CAPTAIN

some 75 north of Vancouver, to Alert Bay. As is well known, the Gulf of Georgia separates Vancouver Island from the

mainland of British Columbia. The coast of the mainland is deeply indented, Jervis Inlet, Toba Inlet, Bute Inlet, Loughborough Inlet, Knight Inlet, and Kingcombe Inlet running many miles into the interior. The Gulf is studded with islands, the largest of which are Texada, Cortez, Valdez, Thurlow, Hardwicke, Cracroft, Gilford, Broughton and Malcomb. The most important channels are Melaspina, Okishollow, Nodales, Cardero, Sunderland and Broughton. Navigation is comparatively safe, the channels being narrow and sheltered from the prevailing winds by lofty mountains; the waters are deep and there are but few dangerous shoals and rocks. At certain points however, like Seymour Narrows, Serge Inlet, The Hole in the Wall, and Eucalta Rapids, the currents form powerful whirlpools and run so violently that only the more powerful craft can overcome them.

THE INDUSTRIES

The whole region may be called a Paradise of the sportsman. Great whales may be seen spouting and lifting their huge forms above the surface of the sea. Seals may be seen sporting like kittens near the ship. One successful angler has been known to catch over 100 large salmon in one day with a trolling line. Grouse, ducks, and even wild geese abound. Bears are not infrequently met with and deer may be seen climbing the hillsides and swimming the channels. The scenery is so grand and, in the summer time, the weather is so beautiful that the whole region is likely to become an unrivalled summer resort. In the valleys which, it must be admitted, are few and far between, the soil is exceedingly fertile; and the advance guard of settlement may be seen in a few isolated but very productive ranches. Many rich mining claims have been staked out, and some of the mines, like that at Van Anda, have proved very profitable investments. But the chief industry for the present at least, is the production of lumber. The big trees of British Columbia are celebrated the world over for their enormous size. Hitherto the logs have been towed down to the saw mills of Vancouver and New Westminster; but already mills are being erected at various points up the coast, and it is only a question of

time when the whole region will be dotted over with milling settlements and piles of lumber.

THE LOGGING CAMPS

The logging camp is a little world in itself, with its peculiar duties, implements and nomenclature. The dining room is called a cook-house. The cook is usually a Chinaman, who enjoys the help of an assistant called a cookee; the wages of these worthies range from \$75 to \$100 a month. The sleeping apartments are called bunk-houses; these are provided by the employers of labour and contain from 12 to 16 beds, lying in tiers. If however, any one desires privacy, he is allowed to build a shack for his own exclusive use. The implements in common use are the axe, the saw the pike pole, the peavy, the jack screw and the sledge hammer; to which may be added the cable and the choker. Except in the case of hand-logging, which is done by only 2 or 3 men, the work of hauling is done by engines, which enjoy the appel-



THE ENGINE

lation of "donkeys"; that in the woods is called the yarder, that along the road, the roader. The roads, which are made by laying trunks of trees crosswise at intervals, are called skid roads. Several logs hauled one after the other are called a turn. The trunk of a small tree, hallowed out like



SPRAY CAUSED BY SHOOTING LOG

a trough, holding the necessary tools and fastened to the turn, is called a pig. In some places, as at Rock Bay, the logs are carried to the seaboard, like passengers, by a railway. The logs, when fastened together in a given order in the water are called a boom; the long outer logs are called boom

sticks; the smaller crossbeams that hold the logs together are called swifters. Each swifter covers from 4,000 to 6,000 feet of lumber and ordinary booms contain 10 to 20 swifters. In almost every cove you find a logging camp and a boom of logs; you can hear the whistle and the panting of the donkey engines as they drag the giants of the forest down the skid road to the water's edge; and one of the most interesting sights to be seen is that of an immense log rushing down the steep chute into the sea casting up a cloud of spray to the height of 20 or 30 feet.

THE LOGGERS

Under such conditions it is not to be wondered at that logging has risen almost to the dignity of a profession and that the logger is one of the most original products of the Pacific Coast. There is a perfect hierarchy in the logging camp. There are the fallers, who chop and saw down the standing trees; the buckers, who cut them into proper lengths; the snipers, who round off their edges to make them slide smoothly; the rigging slingers, who fasten them to the chokers; the hook tenders, who see that the fastenings remain secure; the chasers, who follow the logs along the skid road; the signal men, who communicate with the donkeys; the drivers who attend to the engines; the boom men, who look after the logs in the water; and the foremen, who maintain a general oversight of all the operations. Wages vary from \$3 to \$5.00 a day, from which 75 cents a day has to be paid for board. These occupations demand considerable skill and physical strength and expose the loggers to constant danger of accident or sudden death. Their life, spent in the open air and in vigorous exercise, is an eminently wholesome one, both from a physical and a moral point of view. That they are not, as a class, religious is due as much to the neglect of the Church as to natural infirmity; while the lack of religious principle is inevitably followed by laxity of morals and a worldly spirit. As a whole, however, they are eminently generous, manly and open-hearted. There are some 75 logging camps scattered along the Coast, with numbers varying from 30 to 60; in all between 3,000 and 4,000 men.

THE SALOON

It is not to be inferred from the above that logging camps are abodes of primeval innocence and that loggers are patterns of guileless virtue. With all their good points, they are peculiarly susceptible to certain forms of temptation. There are not many pleasures within their reach. Far removed from the innocent joys of home and family, theirs is often a very dreary lot. Even into the midst of such wholesome surroundings the evil one has effected an entrance in a peculiarly obnoxious form. If you would know the depths of Satan and his power to degrade and ruin both soul and body you need only become acquainted with the saloons of the Pacific Coast. It is hard to see on what grounds the issue of licenses can be justified when they can answer no useful purpose, and are an unmitigated blot on our civilization as well as on our Christianity. The men whom you admire in the logging camps, as splendid specimens of virile manhood, lounge and drivel at the door of the saloon in a state of degradation below that of the beast of the field. They spend in a few hours the earnings of as many weeks or months; they make the decks of the ships on which they travel unfit for decent company; and their profanity, practised openly and shamelessly, with all the shocking grossness of studied blasphemy, makes one wonder that even a long suffering God can tolerate such wanton outrages against the Divine Majesty. Some are known to drink till their limbs are paralysed and their heart ceases to beat; while many sow the seeds of premature decay and an untimely grave. Will the righteous indignation of a wholesome public opinion some day be aroused to make such a deadly traffic in the lives and souls of men impossible?

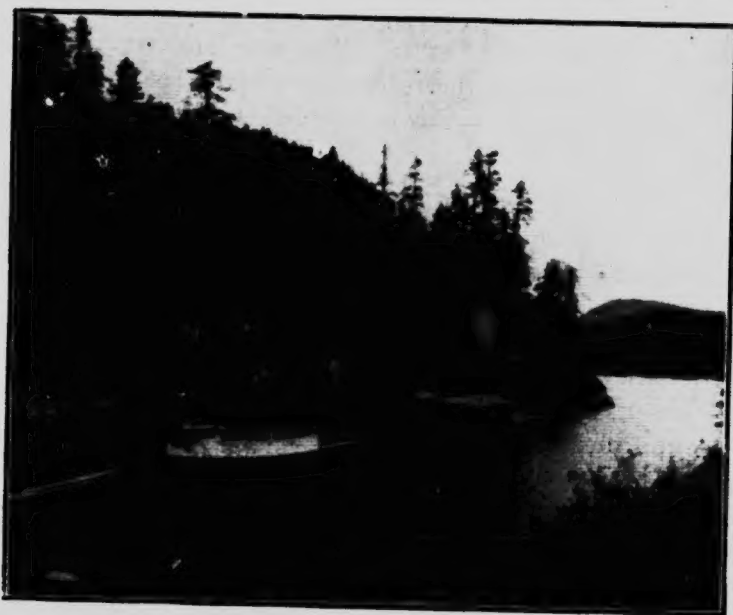
THE MISSION

For many years the logger was allowed to squander his money, ruin his health, shorten his life, and degrade his manhood in the saloon, and, when he met with wounds and bruises, he was left to die in the woods, where no help was available, or to meet a lingering death while he was being conveyed by slow stages to the remote hospitals of Vancouver. No man seemed to care either for his body or for his soul. But in the

Providence of God a man was raised two or three years ago to do a noble work on his behalf; to carry to him the gospel of redemption and of life; to plant hospitals in the midst of his camps; to bring to his relief the much needed help of doctor and nurse and a floating ambulance; and to counteract, in some measure, the deadly evils wrought by the demon of drink. The mission was set on foot under the auspices of the two Dioceses of New-Westminster and Columbia; a committee from the two Dioceses was appointed to aid and supervise the work; which committee it is now proposed to incorporate in order that it may be able the better to bear the financial and other responsibilities that have been placed upon it. The credit of this eminently Christian and humane undertaking belongs to Rev. John Antle, who, amid the many and almost insuperable obstacles that stood in its way, has steadily persevered, and God has been pleased so to own and bless it that it may now be called an unqualified success.

THE "COLUMBIA"

The plans of the good ship "Columbia" were drawn by Mr. Antle himself, after mature study extending over many



THE COLUMBIA

months, with a special view to the work it has to accomplish. It is 60 feet long, 14 ft. wide, and draws $5\frac{1}{2}$ ft. of water. It is propelled by a gasoline engine with auxiliary sail. In the bow, beneath the fore deck, is the store-room and two berths, one for the steward and the other for a deckhand. These open out into the engine room with which the wheel room is also connected by means of a sliding door. Adjoining the engine room is the kitchen, the bath room and rooms for the captain and for the surgeon. Then follows a large cabin, about 24 ft. by 12 ft., which combines the manifold uses of an office, a dining room, a sitting room, an operating room, and a chapel. For religious services the cabin contains a small organ, with a very loud voice, a reading desk and a folding altar. One part of this cabin is lined with book shelves, which contain a well furnished lending library and numerous magazines and illustrated papers; the remaining part is taken up by two hospital cots, for temporary patients, and a well stocked Pharmacopaea. The ship also contains spacious pantries and cupboards stowed away in unnoticed corners; two life boats on the upper deck and numerous life preservers. It floats the blue ensign of the Royal Naval Reserve in virtue of its membership in the Royal Vancouver Boat Club. It is an extremely steady craft for its size, and travels, under normal conditions, at the rate of about 8 miles an hour. It is a stroke of genius to have crowded so many uses into so small a space.

THE HOSPITALS

A necessary adjunct to the hospital ship is manifestly the hospital itself. To the Hastings Mills Company belongs the honour of having inaugurated this truly noble work. In the centre of their own camps and in the centre of the whole district they built a small hospital at Rock Bay which, from the outset, was widely patronized. At almost every camp are found men in need of medical attendance—a blacksmith smashes his finger with his hammer; a youthful hero, sleepless from toothache, has the two offending grinders pulled without wincing; a man falls from a log and breaks his leg, the second time within twelve months; another has two toes broken; another feels his legs becoming paralyzed and his heart

261193

COLUMBIA

KNIGHT INLET

KINGCOME INLET

GILFORD I.

BROUGHTON I.

MALCOMB I.

BROUGHTON STRAIT

ALERT BAY

CRACROFT I.

STURGEON I.

THURLOW ISLAND

VALDEZ

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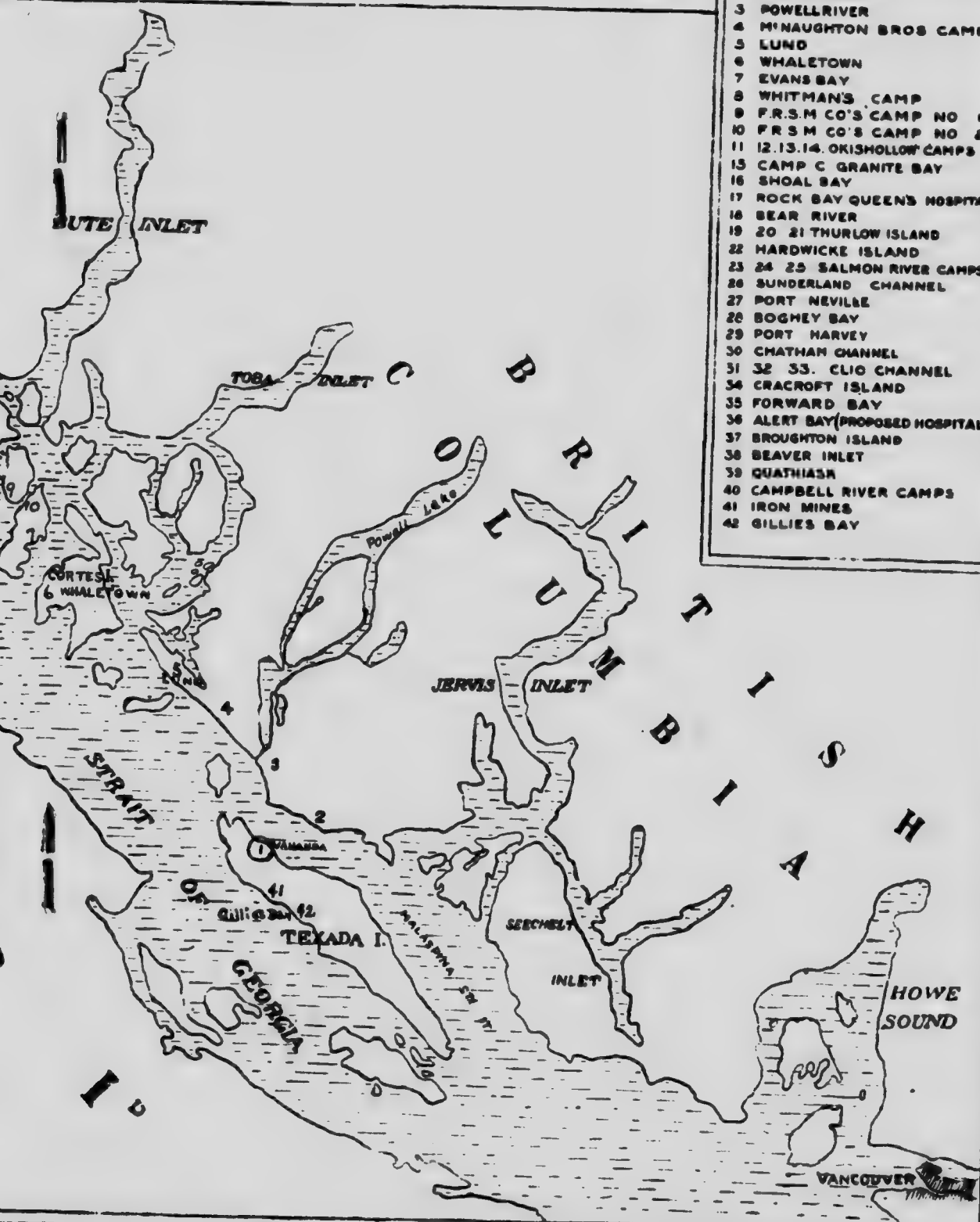
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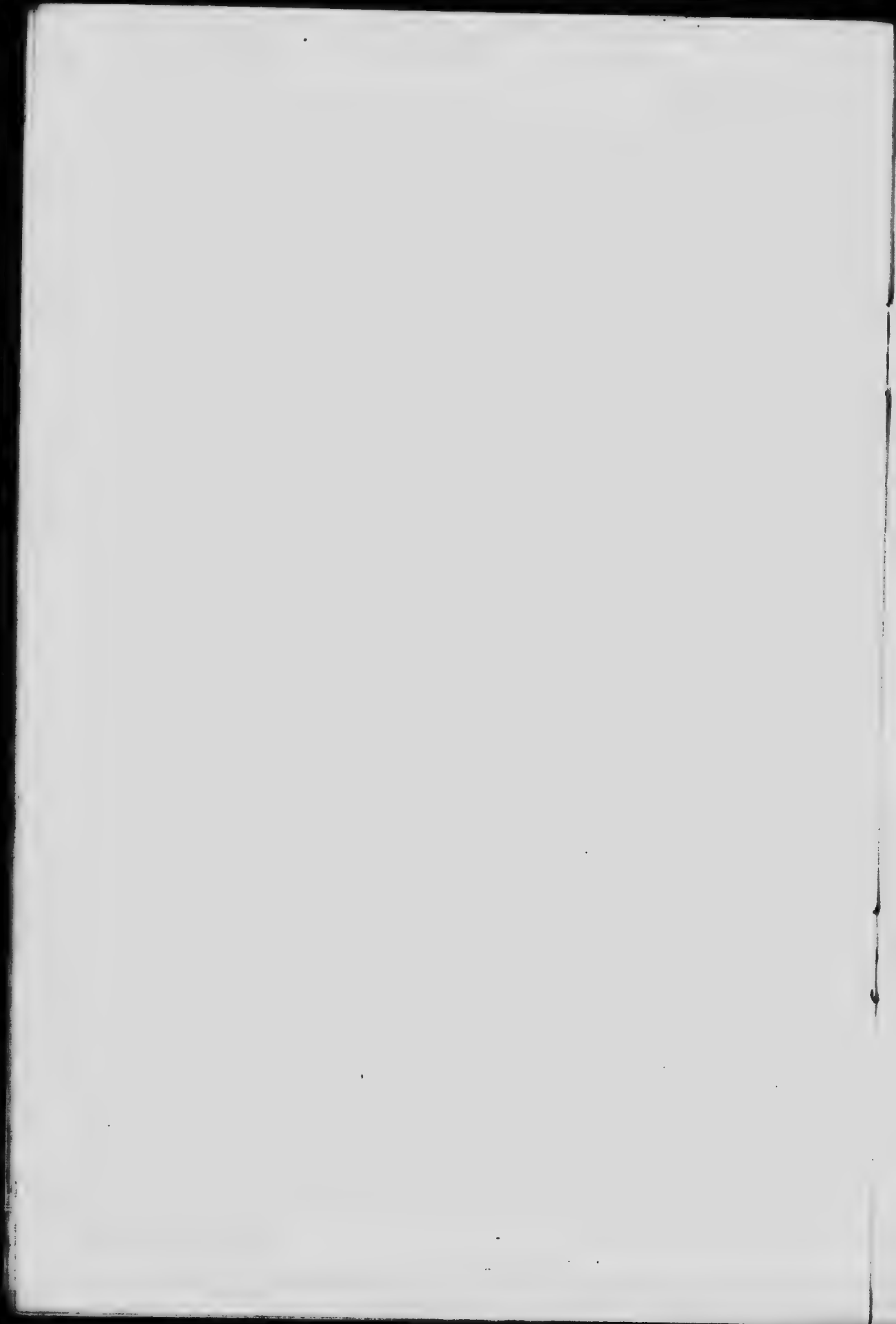
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COLUMBIA COAST MISSION DISTRICT

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threatening to cease to beat from excessive drinking; another, knocked down by a log that rolls over him receives a severe wound in the chest and a broken thigh; another has his jaw broken on both sides from blows from an unfriendly fist; while another receives an ugly gash on the forehead from a stone hurled by an unfriendly hand. These daily incidents, of the logging camps are supplemented by occasional cases



ROCK BAY

of typhoid, pleurisy, tuberculosis, appendicitis, and the countless other ills that flesh is heir to. Under the old order of things such cases had sometimes to wait days for the arrival of the boat and then more days before they could be carried to the distant hospital; and frequently death came before the doctor. With the mission ship at their disposal, and the hospital and the nurse within easy reach, many limbs

and lives have been saved and much unnecessary suffering avoided. What wonder if the movement has spread like wild fire ! The hospital at Rock Bay has had to be enlarged to twice its former size, with more than twice its former accommodation. Another hospital has been added at Van Anda, the gift of the Tacoma Steel Company; the old opera



VAN ANDA

house having been converted from a rendezvous of gait and pleasure into one where pain is relieved and tears are dried. And steps are being taken to establish a third hospital at Alert Bay for the benefit of the Indians, as well as of the Whites. Thus, where two years ago there was only one doctor and he was on board the ship, now there are 3 doctors,



ALERT BAY

4 nurses, and two, and soon three, hospitals. And the last annual report presents the following table :—

Hospital Cases.

Medical.....	64
Surgical.....	82
Outdoor.....	1

147

Outdoor Patients.....	585
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Operations.....	94
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Prescriptions.....	760
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Dressings, outdoor patients.....	197
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Hospital Days.....	2380
--------------------	------

Cases of all kinds.....	450
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Total.....	1182
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THE CAPTAIN

All the above, with possibilities of further development as yet undreamed of, has been the outcome of the faith, courage and enterprise of the Rev. John Antle. Born on the coast of Newfoundland the first impressions of his childhood were connected with the sea. His father, a sea captain, so proud of his vocation that he thought only a sea faring life could be worthy of his son, trained him early in things maritime so that at the age of five the child could box the compass and at 12 owned and sailed a boat. His holidays as well as his working days were spent on the sea. Like Byron he could say—"From a boy I wantoned with thy breakers; they to me were a delight; and if the freshening sea made them a terror, 'twas a pleasing fear; for I was, as it were, a child of thee, and trusted to thy billows far and near and put my hand upon thy mane." In early manhood, when higher aspirations seized him, he resorted to the teaching profession as a stepping stone to higher things. He soon passed from the teacher's desk to that of the student in the Theological College at St. John's, Newfoundland. When ordained to the ministry he was given charge of a large mission, extending many miles along the Atlantic coast, where, for half a dozen years, he navigated those rough and dangerous waters. Coming to the United States on a holiday he took up work in the Diocese of Olympia, in the State of Washington, where his earnestness of spirit and manly bearing won the confidence of Bishop and people alike. But the staunch loyalty of the Newfoundlander would not allow him to remain under the Stars and Stripes; so he came to Vancouver and undertook the task of building up a church in one of the newest suburbs of the western metropolis. But, loyal to the sea as well as to the throne, his thoughts were gradually turned from the streets of Vancouver to the waters of the Gulf of Georgia. In the summer of 1904 he rigged up a small boat, which he had built with his own hands; installed in her a gasoline engine and, with the aid of sails and friendly winds, he went as far as Alert Bay, calling at logging camps on the way, meeting the loggers and paving the way for the establishment of a mission among them. During this month's holiday he

cruised 500 miles through the intricate channels of the gulf, facing its rapids and whirlpools and sleeping 27 nights on board his little boat. And he returned with a report that greatly surprised the authorities of the Dioceses of New Westminster and Columbia. Here were 3,000 men, on the bays and islands of the Gulf of Georgia, for whom the Church of England had made no spiritual provision whatsoever; and he asked to be allowed to try and procure a ship and establish a mission in their midst. The difficulties and uncertainties that beset the inauguration of such a scheme can easily be imagined. The sum required, it was thought, could not be raised, for it amounted to \$5,000; the current expenses of the undertaking would overwhelm it for they would reach far up into the thousands. There were dozens of such lions in the path, but Mr. Antle pressed bravely on. He secured \$2,000 from the Board of Management of M.S.C.C. towards the construction of the boat and \$500 towards its upkeep; and he obtained \$1,000 from each of the cities of Vancouver and Victoria, besides valuable help from the Woman's Auxiliary and the Society for Promoting Christian Knowledge. For 18 months he had pondered over the plans of the boat. Keels and decks and sails and engines and screws and rudders—all this received his most careful attention, as also did book shelves and literature, drugs and surgical instruments, cots and operating tables, organs and altars, doctors and nurses, floating and stationary hospitals. The final outcome of all these cogitations was the Mission Hospital Ship "Columbia," the neatest, and steadiest and most comfortable of the craft that ply in the Gulf of Georgia, and the mission to the loggers, one of the most interesting and meritorious undertakings in the whole field of missionary and humanitarian endeavour.

Mr. Antle's manly, straightforward speech and action, to which people trained in the diplomatic service might sometimes take exception, is remarkably effective with the "boys," who, with the adornments of language common to their class, which will not always bear to be seen in print, literally swear by Mr. Antle. His faith in his mission and his devotion to its interests know no bounds. The uncertainties of wind

and wave are reflected in the uneasy, anxious life of him who rarely spends a night of unbroken rest. Crows' feet are beginning to mark a face of unusually youthful appearance, from constantly peering into fog and darkness to detect hidden rocks and shoals and to avoid the thousand dangers that lurk beneath the feet of the man who treads the deck of a ship. His life is essentially one of action, not of speech, and its influence may be seen in the remark of the logger who, when a religious service was interrupted by a sudden call from a dangerously wounded man, and the "Columbia" was instantly under way, said to the Captain, "that was the best sermon I ever heard in my life."



ROCK BAY HOSPITAL STAFF

THE STAFF

Superintendent, Rev. J. Antle.
 Queen's Hospital, Rock Bay.—Surgeon, Darrell P. Han-
 nington, M.D.C.M.; Head Nurse, Miss A. K. Franklin; Assist-
 ant Nurse, Miss Irene Norcross.

Columbia Hospital, Van Anda.—Surgeon, John H. Mac-
 Dermot, M.D.C.M.; Head Nurse, Miss Beatty; Assistant
 Nurse, Miss E. Franklin.

Surgeon on Columbia, Dr. Auld.

THE WORK

The nature of the work has already been described in the preceding pages. It is a serious attempt made to meet from a religious and humanitarian point of view, the urgent needs of a large body of men who have uncommon claims on our attention and care. It places immediate relief within the reach of men who are peculiarly exposed to accident and danger. It provides skilful treatment for slight cases on board the ship, and it carries the more serious cases to a hospital to be cared for by trained surgeons and nurses. Its peculiar merit lies in the word immediate, which involves all the difference between a short and a lingering illness and, in some cases, between life and death. It has special claims on the consideration of all humane people from the comfort and relief it brings to the few women to be found up and down the coast. Its books, magazines and illustrated papers enable hundreds of men to improve their minds, to while away many weary hours and to fortify themselves against the hour of temptation. A floating hospital and library the "Columbia" is also a floating church. It carries the services and the sacraments of the Church to the most needy and most neglected class of men in the Dominion, who rarely hear the name of God spoken except in blasphemy. Even its indirect influences are not to be overlooked. Its practical benevolence cannot fail to convince any right minded man that there must be some reality in a religion that prompts to trying and laborious service, not for gain or pleasure but solely for the good of men.

THE FUTURE

Now the experience of the Columbia Coast Mission is but a repetition of the universal experience, that work successfully accomplished creates more work, and that everything that lives must grow. Confined at the outset within comparatively narrow limits, in the sheltered part of the Gulf of Georgia, it has extended its operations and laid bare unexpected needs over a vast area, reaching from Alert Bay, in the north, to the open waters of the Gulf, at Van Anda, in the south. New camps are being continually brought within its purview and an ever increasing number of men

are being enrolled among the objects of its beneficence. Mills are being introduced into some portions of the district and ranches and settlements into others, opening an almost unlimited vista of service in the future. The ship, which was planned for the sheltered district, where straits are narrow and hills lofty and winds subdued, is not equal to the task of coping with the strong south easters that lash into fury the waters of the open sea; nor is her speed equal to the demands of so vast an area and such urgent needs. The mission of the Columbia demands that she should be able to go out in any weather and to face any sea. A heavier and swifter ship is now imperatively required if we are to reap the harvest of the seed sown in the day of small things. The cost of such a ship would be about \$15,000.

Will some of the generous men, who have so greatly prospered through the rapid developments of the West, and especially through the prosperity of the lumber trade and the logging camps, be moved to meet this great emergency? \$15,000 given to God for the service of their fellow men would be but a small acknowledgement of bountiful gifts bestowed upon them and might be a pledge of continued prosperity in the future.

Moreover the duties of the captain are now so exacting that the man who spends a long day at the wheel is not in a fit state of mind or body to conduct religious services in the evening. An assistant is urgently needed to prosecute the religious side of the work. With a young and active colleague at his side, Mr. Antle would be relieved of a burden of toil that is fast becoming unbearable, and would be at liberty to attend to the larger aspects of a work that is assuming diocesan proportions. He would be enabled to attend to secretarial and financial details on which the permanent success of any work so largely depends. It is sincerely to be hoped that a work, which has already been so abundantly blessed; which contains so many elements of interest and value to the Church and to the State; which covers so wide an area and meets so many needs, and which is capable of so many and great developments, will not be allowed to languish for lack of the few dollars that are needed precisely because it has been such an unqualified success.

PUBLICATIONS

- I. The "NEW ERA" is the official magazine of the Society. It contains a Junior Department edited by Miss Parmelee, a W.A. Department by Miss Cartwright, a Foreign Missions Department, edited by Rev. T. H. Cotton, and a General Department by the Editor-in-Chief, Rev. L. Norman Tucker, and the Assistant Secretary, Mr. R. W. Allin. The subscription price is 50c. per annum. The clergy and Church workers are earnestly requested to take steps to extend the circulation of the "NEW ERA."
- II. The "CANADIAN CHURCH JUVENILE" circulates widely in the Sunday Schools, the rates being single copies 10c. per year, in quantities of 25 and upwards 8c. per year.
- III. "WITHOUT THE GATE," or leper work in Longueng, China, by the Rev. Wm. C. White. Price 50c.
- IV. MISSIONARY MAPS. Price \$1.50, charges prepaid.
- V. CANADIAN CHURCH CALENDARS. Sheets, 5 cents single copies; 45 cents a dozen; 3 cents each for twenty-five and upwards. Pads, 10 cents single copies; 8 cents each for a dozen and upwards. Postage prepaid on all orders.
- VI. THE MISSIONARY DIOCESE OF MACKENZIE RIVER. Illustrated. Price 10 cents.
- VII. THE MISSIONARY DIOCESE OF ATHABASCA. Illustrated. Price, 10 cents.
- VIII. THE COLUMBIA COAST MISSION. Illustrated. No. 1, price 10 cents; No. 2, price 10 cents.
- IX. MISSIONARY PRAYERS AND HYMNS. 5 cents each; per dozen, 35 cents; per 100, \$2.00.
- X. BIRD'S EYE VIEW OF THE WORK OF M.S.C.C. Free.
- XI. ANNUAL REPORT. Price 25 cents.
For further information apply to Rev. Canon Tucker,
General Secretary, 43 Confederation Life Building,
Toronto.

HOW TO HELP

- I. By Prayer for M.S.C.C., using especially the Cycle of Prayer.
- II. By giving and collecting money.
- III. By reading and circulating Missionary literature, especially the "NEW ERA" and the "CANADIAN CHURCH JUVENILE."
- IV. By promoting Mission Study Classes.